

The Hibernation Book.

The successful launching of the Ericsson Battery has been announced. This engine of destruction was built under the act passed last summer by Congress authorizing the Secretary of the Navy to advertise for proposals for the construction of iron-clad vessels-of-war, those making proposals in all cases to furnish their own plans. In order to provide for the building of such as should be accepted the sum of \$1,500,000 was appropriated, and the following naval officers were appointed as Examining Board to look over the plans that should be offered, and select such as should be deserved: Captain Joseph Smith, Lt. James Paulding and Charles J. Davis. Capt. Ericsson's was the first selected. The rest of the battery was laid on the 2d of October last, and the work of construction has since been actively prosecuted under the personal superintendence of Capt. Ericsson.

A much interest will attach to the movements of this battery we take from the detailed description in the New York papers the following particulars. Capt. Warden, so long held as prisoner at the South for delivering the message which saved Fort Pickens, has been ordered to take command. The battery will be ready for operations in the course of a week or ten days.

The vessel is sharp at both ends, and consists of a lower and upper hull; the sides of the former inclining at an angle of fifty-one degrees, and coming to point at each end at an angle of eighty degrees. The lower hull is iron-plated. The upper section is five feet high, with pre-penicular sides, and the same sharp ends, and is forty-one feet and four inches wide, jutting over the lower hull three feet and seven inches on each side. The sides of the upper section are a little over three feet in thickness. First, there is an inner guard of inch plate iron, and upon this a section of white oak timber thirty inches thick, and covered with an armor six inches thick, formed of six one-inch iron plates lapped and firmly riveted together.

The deck or top of the battery is even with top of the hull, and is covered with two thicknesses of inch plate iron, fastened to eight-inch oak plank and ten-inch oak timber, but twenty-six inches apart. There is no railing or other obstruction on the top of the battery except a round tower or turret, twenty feet in diameter and nine feet high, and eight inches thick, made of plate-iron. The turret has two ports, each two feet in diameter, for two eleven inch columbiads, and is also pierced for musketry. The turret is of immense weight, but made to revolve by machinery from below, so as to bring the guns in any desired range, and to remove the part from the enemy's guns while loading.—To support, protect and give efficiency to this turret is the whole object of the battery, although its immense weight and power would sink any vessel with which it should come in contact.

The battery is steered from the front, the wheel-house standing before the turret. The wheel-house is strongly built of iron, and can be lowered into the hold like a hole of dry goods. When lowered, the top, which is bomb proof, is level with and forms a part of the deck. The joints are water-tight. The house will be pierced for sharpshooters. The ends of the upper vessel projecting over the hull, fore and aft, serve as a protection to the propeller, rudder and anchor. The propeller is, of course, at the stern, and the engine room behind that, and they are so protected by the upper vessel that they cannot be struck by a ball. The anchor is in front, and is short but very heavy. It is hoisted by a chain running into the hold, up into a place fitted for it outside of the lower hull, but within the impregnable walls of the upper hull. The entrance to the hold is by small hatchway, which when closed from a part of the deck and are equally secure.

The interior of the battery presents a novel and interesting study. In the bow are the cable and anchor chamber; next the cabin are quarters of officers and men, and amidships the cook room, and overhead the small engine which is to furnish ventilation and work the turrets. Just above are the furnaces, and in the stern the engine to work the propeller. The bunks for coal, wood and ammunition, and the water tanks occupy every conceivable vacancy. The cabin is neatly but substantially fitted up, and shows that it was meant for use more than pleasure. Taken altogether, it would be impossible to imagine more material, and then more substantially and serviceable, and at the same time more perfect, in a smaller space than is embodied within this formidable engine of warfare.

Of the efficiency of the battery great hopes are expressed. It has no vulnerable part save the port holes, which are exposed only for about half a minute in firing—its sharp and massive iron prow will enable it to sink any ordinary vessel with perfect ease. In case it is hoisted by the top of the turret, which cannot be easily scaled; and even then, but one man at a time can descend. There are no places in the deck where an entrance can be forced; so the boarding party may stand until the sea washes them off, or the sharpshooters assist their departure. It is claimed that it can steam into any port, deliver its effectual broadsides and retire in safety.

The battery now about four feet above water and weighs 1,400,000 pounds. With the addition of her armament, coal, water and provisions for a thirty days' cruise, she will be but eighteen inches above water, and her entire weight will be nine hundred tons. Her two columbiads will carry round balls weighing each one hundred and eighty-three pounds, or conical balls of three hundred and fifty pounds.

Mr. Michet, the French author, says, "England was always a mystery to me, until I visited it. I found it a great sand-bank enveloped in fog. The fog fed the grass, the grass fed the sheep, the sheep fed the men."

VERBAL VICES.—Indulgence in verbal vice soon encourages corresponding vices in conduct. Let any one of you come to talk about any man's or vice practice with a family tone; and do you suppose, when the opportunity occurs for committing the man or vice act, he will be as strong against it as before? It is by no means an unknown thing that men of correct lives, themselves come into crime, into sensuality, into perdition. Bad language easily runs into bad deeds. Select any iniquity you please; suffer yourself to converse in its dialect, to use its slang, to speak in the character of one who approves or relishes it, and you need not tell how soon your moral sense will lower down to its level. Encourage him with it, you lose your honor, and is. This obvious principle, of itself, furnishes a reason for watching the tongue.

The friends of a wit expressed some surprise that, with his fondness for the bottle, he should have thought it worth while to marry. He replied: "A wife was necessary, for they began to say of me that I drank too much for a single man."

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Large Stock of FRUIT TREES, embracing every good  
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Blackberries, Raspberry, Strawberries, Currants

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yards. Ornamental trees, and Flowering Shrubs and  
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All persons wanting nursery stock are invited to call and  
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guarantees. Orders by mail will receive prompt attention.

Palmerville, Oct. 15, 1861.

M. G. DICK.

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AT LOW PRICES.

**BENEDICT & SONS,** Cleveland,  
Have a Large Stock of Choice Styles of  
Gents and Boys' Straw, Leghorn, Kid, Seafar  
Palm, Fine French Felt, a Common Felt Hat.  
Also, a large variety of  
Children and Misses Goods.

Military Caps—all Colors and Qualities, and  
made to order at sensible prices. Also, a Good Assortment of  
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**Shaker Hoods,** a Fine Line, at Low Prices  
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**DETROIT TOBACCO,** the best in market  
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Just received, and for sale very cheap by T. S. DAY

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Niceties, Books, School Books, Stationery, Fancy Goods, Toys, &c.

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**To Whom it May Concern.**

**N. B.** Take Particular Notice.

**ON AND AFTER THIS DATE,**

We shall sell all kinds of  
Leather and Shoe Findings,

**Strictly for Cash or in exchange for Hides.**

And we intend to sell every thing in the above line as low as we can get any where.

All parts intended to us by us for our account, we are requested to have money to us in our business.

Smith & Carlisle, Adelphi, May 4, 1861.

**KINGSVILLE FLOUR,** Ground from  
Selected White Wheat, for sale at the lowest market  
price, 27, 1861.

**HOOP SKIRTS.**—J. M. BRADLEY'S Fa  
vorite White, the Best Made—12, 14, 16, 18, 20,  
22, and 24 Months. The fourth last purchased this season—just  
now in full bloom. The skirt is very light and  
elegant. You can buy them at my store, J. M. BRADLEY.

**Yours truly,** WM. H. KENNEY.

W. H. KENNEY, Woodstock, N. Y.

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